

SWIFT FEBRUARY STORMS TURN WARM

Weather Sharps Wondering at the Freakish Winter Layout.

TELEGRAPH WIRES CRAZY

The West in Snowdrifts Heavy Rain for U.S. Gales High, Colder To-day.

The storm that twirled its aerial lasso over Texas on Tuesday moved yesterday into Ohio and last night was central in the neighborhood of Cleveland. It developed remarkable energy, the barometer at 8 o'clock last night at Cleveland recording 28.88, which as an inland manifestation is unusually low. The easterly rim of the disturbance affected this neighborhood at day and night and telegraph wires went down in all directions. There were some swift and queer changes in temperature and wind. At 8 o'clock in the morning the mercury was 31, and there was a gentle breeze from the sea. At 8 o'clock in the evening the temperature had rushed up to 50, and at 10 o'clock the breeze, which had risen by fits and starts, was making the anemometer spin around at a fifty-five mile rate. The barometer had fallen to 29.08. Washington said that the main storm was whizzing out to the northeast and that a secondary storm had developed from it, with the center in Washington showing a barometer of 28.88.

Wires went down first where the wind was wild and sleet accumulated, and communication was disturbed between Washington and places to the north and west of it. The meteorological ructions appeared to upset the equanimity of the Washington experts. They finally got on their feet at about 11 o'clock more than an hour late, and thus expressed themselves in prophecy:

"Rain or snow Thursday; colder, with southwest to northwest gales."

There was nothing on the map last night indicating blizzard conditions for the neighborhood. The lowest temperature was at Sault Ste. Marie, Mich., and was 3 degrees above. The winds were fierce in sections of Illinois and Indiana, where the snowfall was unusual and the conditions truly blizzardlike, some towns being overwhelmed in drifts. When the secondary manifestation of the storm reaches this neighborhood we may have higher winds. At 11 o'clock last night the gale, which had gone up to sixty-four miles, was still out of the temperate south and the mercury was at 45 degrees. The rainfall hereafter for the day was three-quarters of an inch, which in colder weather would have meant seven and one-half inches of snow.

The Postal Telegraph and Western Union wire chiefs reported last night that their wires were "never in worse shape."

The wires in every direction went out of commission as fast as they could be rigged up. Not only Westward, but to the South some of the wires worked intermittently, but generally were useless. It was impossible to reach Savannah, Ga., at all because of the high winds, and dispatches were being sent to Savannah by Atlanta by special messenger. The Western Union had but one double wire working to Chicago and it threatened to quit at any time. Washington was "gone" at midnight.

BLIZZARD COVERS COUNTRY.

Worst Weather in Years From the Rockies to the Alleghenies.

ST. LOUIS, Feb. 21.—The center of the greatest snowstorm on record in the middle West is now in Indiana. The storm which began in the Rocky Mountains as far south as Mexico and which was accompanied by a gale, which destroyed much property in the Southwest, has tied up railroad traffic throughout the territory between the Rocky Mountains and the western slope of the Alleghenies and men are digging trains out of snow-drifts.

Illinois and Missouri railroads were nearly so demoralized by snow as to-day and to-night. Gov. Deneen is snowbound between Olney and Newton, Ill., in the train in which he is touring Illinois in his campaign for reelection.

The deepest snow in twenty-five years fell in southwest Missouri, measuring fourteen inches on the level to-day. Frisco railroad trains were snowed in and 200 delegates returning from the State Democratic convention at Joplin were marooned ten miles east of Carthage until 10 o'clock to-day.

At Sarcoxie, Mo., twenty inches of snow fell last night and a gale piled it up on the railroad tracks. The Western Union reports the greatest snow storm in the bureau's history of more than a quarter of a century throughout the Ozark Mountain region.

Eastern Illinois is experiencing the worst blizzard in twenty years and high wind and heavy snowfall have prevailed since early last night. Snow is fifteen inches deep in the level.

A passenger train on the Wabash from Sidney to Champaign, Ill., was stalled all day in a huge drift. The conductor walked two miles to Urbana to get food for the passengers. They were not rescued until to-night.

Business houses and schools were closed in a number of southern Illinois towns. Factories on the east side of the Mississippi River opposite St. Louis could not operate to-day because workmen could not reach the plants.

For twenty-four hours the worst blizzard seen in northern Indiana in ten years has been raging and late to-night there is no indication of abatement. At 6 o'clock this evening sixteen inches of snow had fallen.

Dr. E. L. Morris of Moscow, Tenn., was positively fatally injured and several other passengers bruised when the Somersville train on a slide one mile north of Somersville to-day and was wrecked.

A tornado swept over the southeastern Arkansas, causing one death. The town of Lafac was damaged and Dr. W. C. Farris was killed. His wife and infant daughter were injured seriously, but will recover. The storm also razed many buildings at Stamps, in Lafayette county, Ark.

ST. LOUIS, Feb. 21.—More than 200,000 houses and homes were damaged by the seventy-two mile gale that swept most of the State for several hours last night. Hundreds of small houses were destroyed, many fifty being moved from their foundations in Austin. The wind blew steadily from the Northwest for eight hours.

Mobile, Feb. 21.—A news from Pensacola says that a mile a minute gale that began early to-day did considerable damage to Pensacola's shipping. Fishing smacks, lighters and small tugs suffered the most damage. Big ships that attempted to go to sea had to put back. At Mobile the wind reached a high velocity but damaged no small craft.

TOLEDO, Ohio, Feb. 21.—Overwhelmed

by the worst blizzard since 1894 business in Toledo and northwestern Ohio was at a standstill all day. Street car traffic stopped on all but five city lines and railroad traffic was virtually paralyzed. The storm started here shortly after midnight with a forty-eight mile gale catching all traffic men unprepared and it has continued unabated since, though to-night indications are that the worst is over. The snowfall is officially reported here at eleven inches. Seventy-five per cent. of the working forces in Toledo factories were unable to reach work to-day compelling establishments to shut down. The public schools were closed this afternoon and all department stores closed at 3 o'clock.

PITTSBURGH, Feb. 21.—After eighteen hours of rain over the Pittsburgh district and headwaters of the Ohio the Weather Bureau put out its flood warning to-night. The rivers at Pittsburgh are rising at the rate of a foot an hour. The ice upstream in the highest in twenty years. Snow in first of the Allegheny Valley is six feet deep. The Government has made all preparations to dynamite ice gorges as fast as they form.

NEW ORLEANS, Feb. 21.—Reports to New Orleans from various parts of the South show the losses in storms last night and early this morning to be far heavier than first supposed. Eight persons were killed at Shreveport, La. Around Meridian, Miss., there was a terrific wind-storm, accompanied by hail. The Rev. W. T. Carroll at Klondyke, ten miles north of there, was hurt fatally and several members of his family were injured when his house was wrecked. The towns of Chukny, Porterville, Burwell and Cero were in much damage, while territory within a radius of forty miles of Meridian suffered.

Snow fell to-day at several places in Mississippi as far south as Port Gibson.

JUNGFRAU TUNNEL PROGRESS.

Site of the Jungfrau Station, 11,400 Feet Above Sea Level, Is Reached.

Special Cable Dispatch to THE SUN. INTERLAKEN, Feb. 21.—The site of the highest railroad station to date in Europe was reached yesterday morning when the tunnel of the Jungfrau Railway was carried as far as Jungfraujoch, 11,400 feet above sea level. Here the tunnel emerges among the glaciers after boring through the peaks of Eiger and Mönch. From Jungfraujoch a bore of 2,525 feet, in which there will be a rise of 400 feet, will carry the railroad to the terminal station of Jungfraujoch, from which an elevator will run 245 feet to the top of the Jungfrau itself. At Jungfraujoch there will be built an observation house commanding a view of the entire Bernese Oberland.

The engineering problems in the construction of this tunnel have been unique on account of the great height, the length of the tunnel itself, and the difficulties of laboring in the clouds. Storms and avalanches have often cut off the laborers from the outside world for months at a time. For over five miles the engineers have cut their way through the solid rock of the Alps, and in places have tunneled so near the mountain's edge that the traveler, emerging from the blackness of the tunnel, seems to have come out of a cave thousands of feet in the air from which he can view the great gulf of the Swiss valleys below and around him.

The Jungfrau Railway begins at the little Scheidegg at a height of 6,770 feet and plunges into the mountain at Eigwänd. It is an electric cogwheel railway with a gradient of 25 per cent. in certain places. The tunnel is 14 feet 3 inches high and 12 feet 2 inches wide. With the engines and carriages it is lighted by electricity. The laborers employed have been mostly Italians, while the chief engineers were Swiss. The road is expected to be completed by 1914, but there is no certainty about this on account of the peculiar difficulties that may be encountered.

KING OF DENMARK WORSE.

Condition of Frederick VIII. Who Has Had Pneumonia, Causes Alarm.

Special Cable Dispatch to THE SUN. COPENHAGEN, Feb. 21.—King Frederick of Denmark, who has been suffering from pneumonia for more than a week, but who seemed to be recovering rapidly, suffered a severe relapse to-day. The greatest anxiety was expressed by members of the court as to his condition. No official bulletin has been issued.

STRATHCONA VERY ILL.

Symptoms of Influenza Cause Fears for Aged Canadian Statesman.

Special Cable Dispatch to THE SUN. LONDON, Feb. 21.—Lord Strathcona, the Canadian High Commissioner at London, is ill. He has symptoms of influenza and there is considerable anxiety felt over his condition. His strength, however, has been maintained so far. Lord Strathcona is 92 years old.

GREECE AND HER FRIENDS.

Rumanian King Decorates Georgios I.—Cretans Deny Moslem Tales.

Special Cable Dispatches to THE SUN. ATHENS, Feb. 21.—The Greeks and the Rumanians are becoming more friendly. King Carol of Rumania has conferred on King George of Greece the Order of Carol I, with brilliants.

CANEA, Crete, Feb. 21.—The Cretans are again denying that the Mohammedans of the island are in any danger. The Mohammedans have protested against attacks made on them and have appealed to the foreign Powers.

The Cretans say that the movement of the Mohammedans from Canea to Retimo is connected with the close of the olive harvest and has nothing to do with the alleged attacks.

DON'T RECOGNIZE ERCKMANN.

Missionary Boards Here Have No Such Man Working in Corea.

None of the Board of Foreign Missions hereabout was able to tell yesterday anything about George Erckmann, said to be a Presbyterian missionary, who was reported in a cable despatch from Tokio to have been arrested for complicity in a plot against the Governor-General of Corea. At the office of the Presbyterian Board of Foreign Missions, at 155 Fifth avenue, it was said that no such man was known and they had not received within the last two or three days information of the arrest of any Presbyterian missionary.

MATHESON "Silent Six."

Luxurious Closed Bodies of New Types by Brewster & Co. BROADWAY AT 62ND STREET

ST. LOUIS, Feb. 21.—A news from Pensacola says that a mile a minute gale that began early to-day did considerable damage to Pensacola's shipping. Fishing smacks, lighters and small tugs suffered the most damage. Big ships that attempted to go to sea had to put back. At Mobile the wind reached a high velocity but damaged no small craft.

SOME HOPE TO AVERT COAL STRIKE CRISIS

Mine Owners and Workers to Meet Asquith and Ministry in Conference.

ENGLAND NEAR CALAMITY

Fuel Out of Reach of the Poor, Shutdown Notices for Iron Men—900,000 May Be Idle.

Special Cable Dispatch to THE SUN. LONDON, Feb. 21.—The great coal strike expected on March 1 is the principal topic of conversation to-night and everybody is keyed up to a keen pitch of anxiety as to what will happen at to-morrow's great conference. The mine owners and miners have both accepted the invitation of Premier Asquith to meet the members of the Cabinet to-morrow and discuss the situation. The committee of the International Miners Federation, which met to-day to discuss the question of ordering a sympathetic strike in the Continental mines, adjourned until to-morrow to await the outcome of the big conference.

It is hoped that both sides will agree to put a minimum wage scale into effect for three months to test its workings. Something in the nature of a sensation was sprung to-night by A. Clement Edwards, M.P., Labor editor of the London Sun. He assumes to have made a discovery which seems to show that the miners and owners are both wrong in their present contentions. Mr. Edwards, who is a barrister, says there is a clause in the agreement of 1910 between the mine owners and miners which the latter will violate if they go on strike for a minimum rate of wages. He says that this agreement distinctly guarantees a minimum wage under abnormal conditions. If the owners refuse to live up to their part of it they too will violate the agreement.

Mr. Edwards says he has obtained confirmation of his interpretation of the 1910 agreement from three of the greatest British lawyers and other competent authorities predict that the new point raised will have an important bearing on the present quarrel and it may even make it necessary for the miners to ball all over again on the question of a strike.

There is no doubt that the miners and owners alike will be astonished to find out that they agreed to a minimum wage without knowing it. They will probably be still more astonished at the further discovery after forty years that the trade unions act of 1870 makes trade unions liable to be sued.

Mr. Edwards suggests that as the owners conceded the principle of the minimum wage in the 1910 agreement they might extend it now and prevent a strike. They could do so on condition that the miners forego claims for arrears to which they are entitled. The latter might agree to this because of their failure to observe their part of the agreement.

As the day set for the strike approaches the conditions throughout the country are growing worse. The price of coal has gone up to 88 a ton and the poorer people who can only buy in small quantities are paying a great deal more than this. The men employed in iron works and factories are beginning to receive notice that their services will not be required after February 29 if the miners' strike goes into effect.

Many of the iron concerns have considerable supplies of coal, but these are being held back for urgent needs. Some few small mines have already shut down and it is expected that between 500,000 and 900,000 men will be out of work on March 1 if the strike goes into effect. It is impossible to calculate the enormous number of men who will be affected indirectly and thrown out of employment.

The conference to-morrow is to be held at the Foreign Office and Premier Asquith will preside over it. The imperative tone of the invitation by the Government brought forth quick action by the mine owners and the representatives of the miners, who agreed to have deputations present.

There are some interesting side issues to the situation. The railway men have asked the executive of the Amalgamated Society of Railway Servants to decide what action they shall take in case trouble should break out after the miners go on strike and the Government decides to send police and troops by rail to put down disturbances.

While the International miners' committee adjourned until to-morrow without taking any action, the French and Belgian societies have assured the British miners that they can rely on their active co-operation in case of a strike.

This reported willingness of the French and Belgian miners to order a sympathetic strike is regarded by some as the most important development of the day outside of the agreement of the owners and miners to meet Mr. Asquith and the members of the Cabinet.

It is understood that the Admiralty has chartered steamers to carry American coal from Norfolk and Newport News for delivery at Gibraltar and Vigo.

The general situation is unchanged and hope of averting the strike is based entirely on the conference which was called by the Government for to-morrow.

AIRMAN'S SIMPLE FUNERAL. Gilmore's Body Taken to Cemetery in an Auto—White Flowers Barred.

Special Cable Dispatch to THE SUN. LONDON, Feb. 21.—The funeral of Graham Gilmore, the aviator who was killed on Saturday at Brooklands, was held to-day with little ceremony.

This was in accordance with the late aviator's wish. His remains were taken to the cemetery in an automobile, and white flowers were prohibited.

CUBAN SPEAKER RESIGNS. Orestes Ferrara Says He Can No Longer Benefit Liberal Party.

Special Cable Dispatch to THE SUN. HAVANA, Feb. 21.—Col. Orestes Ferrara tendered his resignation as Speaker of the House of Representatives to-day.

In his letter Col. Ferrara says he found that he could be of no further use to the Liberal party, of which he is a prominent member, and therefore decided to quit politics and devote himself to his own private business.

The resignation was laid on the table.

Rush to Canada. Special Cable Dispatch to THE SUN. LONDON, Feb. 21.—The annual rush for passage to Canada is beginning.

The Canadian Pacific Company has put on the steamship Montrose for an extra sailing from Liverpool on April 4.

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Berlin Paper Gives Credit to George V. for Haldane Visit and Its Results.

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The writer of the article in the Lokalanzeiger says the talks between Lord Haldane and several official Germans, including the Kaiser himself, were far more favorable than either side had dared to hope for. The friendly and optimistic statements by Premier Asquith in the House of Commons and by Chancellor von Bethmann-Hollweg in the Reichstag followed and now the Foreign Offices of both countries are at work on pourparlers which it is thought will have an important result.

The purpose of these negotiations, it is said, is to be the drafting of some kind of protocol which will embody the ideas of both countries on all great current questions of "weltpolitik," and these summaries will serve to guide both Governments in their future relations. Mutual assurances will be given of the peaceful and friendly motives of each country and efforts will be made so to arrange matters that in future there will be full and free discussion of any matters that may come up.

This, it is believed, will prevent the recurrence of any sudden and serious crisis like that of last summer, when the two countries were very close to the fighting line over the Moroccan affair.

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Sir Edward Grey, the Foreign Secretary, defended the policy of the Government in Persia. He argued that there was no danger of Russia securing control of the country. Negotiations, he said, were going on whereby the former Shah, Ali Mohammed Mirza, would accept a pension and quit the country. When this had been accomplished the irregular troops now there would be withdrawn.

Sir George Scott Robertson, Liberal, said that Mr. Shuster had failed because he had alienated Russia instead of securing the cooperation of that Government in his effort to reform the finances of Persia. Mr. Ponsonby finally withdrew his amendment, saying he had only offered it in order to get the matter before the House for discussion.

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SHANGHAI, Feb. 21.—A delegation of twenty-one headed by Tang Shao Yi, the representative of Yuan Shih Kai, left here to-day on a steamship for Tientsin. Their hope is that Yuan Shih Kai will return with the delegation by train from Peking to Nankin, and then go by steamship to Nankin, where he will be inaugurated as President of the republic.

The question of the capital of the new government, they plan, shall be left to the decision of the National Assembly at Nankin.

Yuan Shih Kai's apparent assumption of Presidential authority before his official acceptance of the post, and before he has taken the oath of office, worries the republican leaders and members of the assembly in Nankin. Acknowledgment by Yuan of the Nankin assembly and the taking by him of the oath to observe the republican Constitution will be insisted upon by the republican leaders.

Dr. Sun Yat Sen, the Republican Cabinet Ministers and the Assembly in Nankin are proceeding with the regular routine of Government business as a Government pro tem. Dr. Sun has received 150 telegrams protesting against the election of Yuan, but he hopes the acceptance of the entire republican idea by Yuan will satisfy everybody. Should Yuan pursue a contrary course a division between the north and the south might result.

WASHINGTON, Feb. 21.—An instance of how the American uniform was respected by the revolutionary party in China is given in a letter written by Rear Admiral Murdock, commanding the Asiatic squadron, which has been in Chinese waters ever since the revolution began. The letter was received to-day by acting Secretary of the Navy Withrop.

About January 20 the revolutionary party sent a boat down the river from Shanghai to Wu-sung to clear the anchorages of all vessels, so that the revolutionists might open fire on the vessels of the imperial Government. The collier Abarenda was anchored far ahead of the American ships up toward the port. When the order to vacate the anchorages was received by Whiting I. Isler, the civilian master of the ship, which was manned by civilians, he decided to stand his ground. Accordingly he got all the men he could into uniforms—only half a dozen—and armed them with rifles. Scarcely enough guns were found to go around.

When the men appeared on deck the Chinese Captain sent word that he didn't know the Abarenda was a warship and particularly an American ship. He thought she was a German, he explained, though the American flag had been flying from the mast all the time. None of the American ships was molested and there was no firing that day. Admiral Murdock says:

ST. PETERSBURG, Feb. 21.—A despatch from Mukden, Manchuria, says a Japanese bank has negotiated a loan for the Kurland, the autocratic ruler of outer Mongolia and head of the Buddhist priesthood.

LONDON, Feb. 22.—A despatch from Peking to the Daily Telegraph says the Japanese Governor has been appointed for the province of Fentien, Manchuria. Japanese troops, it is alleged, are protecting the bandits from punishment at the hands of the troops of Viceroy Chao Ehr Haun, the Viceroy of Manchuria.

NOT A CARE IN THE WORLD

You, your motor boat and a pipe, and a day off the fishing banks—does it sound like a dream? A visit to the MOTOR BOAT SHOW Madison Square Garden February 17 to 24 (inclusive)

will prove to you that the power boat is safely within your means—that the first outlay and up-keep cost are much lower than you think. You can see here the latest models of every make, at every price and for every purpose. The heavy quality, the most unique material, suitable for every launch in the historic Garden.

9 A. M. TO 11 P. M. ADMISSION, FIFTY CENTS

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